

HOW COAL INDUSTRY MAY HELP NATION IN PRESENT CRISIS

Secretary Lane Points Out the Necessity for Co-operation.

VOLUNTARY AID IS BEST

Production and Transportation Are the Great Problems to be Dealt With, but Neither Will be Solved by the Wave of Some Magical Wand.

At the formation of the Committee on Coal in Washington last week, Franklin K. Lane, Secretary of the Interior, made an address to the coal men present in which he pointed out very clearly the means by which the coal industry can render help to the nation in the existing crisis.

"The idea," said Secretary Lane, "that we are now working out is to get not only the coal men of the United States, but those men who are large employers of labor, who are capitalists, in the sense that they use capital for the development of resources, to co-operate together in meeting the national need. I don't know to what extent you realize, but I presume you do realize as fully as myself, the greatness of this occasion. Not merely as a matter of producing men, and feeding men and getting them over to the other side, but producing also those things that the allies need, and that we ourselves need."

"War is now an industrial game; and the foundation of industry, as we know it now, is coal. And so it is that you are at the very root and foundation of the great war industry. Unless we have an abundance, or at least a sufficiency of coal, war cannot be carried on."

"Now, there are two ways of dealing with a problem of this kind! One way is by the hearty co-operation of the men already engaged in the industry. The other way is by compulsion. My experience in the Interstate Commerce Commission led me to believe that the larger men in the railroad industry had quite as much vision as I had, and if I could show them the importance of an occasion they would try to meet it. So, instead of resorting to compulsion, instead of taking over mines and great operating plants, we are endeavoring to put you men to your best."

"This war is a challenge to us. It is a challenge to every miner and to every operator, to every railroad man and to every inventor, as well as a challenge to every soldier. It is up to us to show what we can do; to prove to the men on the other side of the water that out of 150 years of freedom and the exercise of personal initiative and political independence we have developed a quality of genius that is superior to what they have been able to develop in the shorter period that they have enjoyed the benefit of free institutions. We have a reputation throughout the world as the world's greatest organizers. Let us prove that the reputation is deserved."

"The problem that confronts us is not merely to meet our own demand, but a world demand when necessary. That is what this is. You know what coal is selling for in Italy, in Portugal, and in France. We do not know how much of that demand must be met from American mines. I think that by fall it will be up to us to contribute very largely to the support of the munition works and the other industries, as well as the domestic supply of those countries across the water."

"Ours will be a problem of production and a problem of transportation to the seaboard; and then, somehow, out of the blue, must come some way of solving the problem of getting the coal across the water."

"As I said at the beginning, a war cannot be carried on today without coal. So, in working for Uncle Sam you are working for those on both sides of him and behind him; for the little powers that have been oppressed and for the great powers struggling for their lives."

"There are many men who believe that all of these problems can be solved by some way of a magic wand. You who have dealt with men and with large problems know that there is no such mysterious way of solving these great problems."

"What do the railroads expect to do? They have gathered the executives of 250,000 miles of railroad, and have organized them practically as a single unit. They have brought them together upon the theory that the committee of five should handle them as one system, in so far as service is concerned."

"The railroad committee will work with you in all earnestness. There should be no such thing as empty car movement; they should take off some passenger train locomotives to put into freight service; they should appeal to the patriotism of the public and cut down the demurrage time; and generally institute such reforms as to give the greatest possible service to the country."

"The same spirit actuates you that actuates them. You must use much the same methods. You will have to do some things that, no doubt, some will object to. You will have to do some things that will upset, to some extent, previous long-standing conditions. I myself am not able to see why all the mines should compete with one another. It strikes me that the railroad men and yourselves can meet this situation. I can see where it may be necessary to have some change in the ordinances of some cities with respect to the character of coal used. All these things must be done tentatively, simply as a war of emergency measure."

ILLEGITIMATE CHILDREN

Are Not Entitled to Compensation According to a Decision of the State Board Hearing a Referee.

The State Workmen's Compensation Board, in reversing Referee Snyder, has decided that an illegitimate child cannot be a compensation beneficiary under the law. The case was that of an appeal from Snyder's decision by the State Workmen's Insurance Fund. Lawrence A. McConville of Gallitzin was killed while at work, his employer carrying the insurance with the state fund. It was found that McConville's marriage to Sarah Mary Litzinger had been set for the day following the accident that caused his death. The license had been issued and the bans published three times. Two months afterward the woman gave birth to a child, and a claim was made for compensation for the child, which therefore was allowed, after finding that the deceased was the father of the child.

The insurance fund appealed from this decision, and the compensation board, after an investigation, says:

"We have no legislation which by any possible reasoning embraces an illegitimate child, and in the absence of a statute declaring an illegitimate child a dependent of a deceased father, it cannot be so considered." The decision of the referee is reversed.

The parents of McConville asked for compensation on the grounds that they were dependent on their son, but Referee Snyder determined that there was no dependency on their part and disallowed the claim, which the board sustains.

Daniel Harris of Donora, while hauling sand for John Polansky of Mount Pleasant, fell from a wagon and broke his neck. Referee Christopher awarded compensation to his widow, and Polansky appealed, but the board sustains the referee.

RECEIVERS DISMISSED

Court Vacates Proceedings For Eight Individuals.

UNIONTOWN, May 17.—Union petitions presented to Judge Van Swearingen, the receivers of eight individuals were dismissed in common pleas court late yesterday. The petitions were presented to the court by attorneys representing the receivers, and orders were made dismissing the bill for receivers and all proceedings thereunder and set aside. The receivers in each case were directed to forthwith file their accounts. The orders dismissed the individual receiverships of William Hankins, William M. Thompson, L. W. Semans, F. M. Semans, Jr., Altha L. Moser, Jasper Augustine, Andrew A. Thompson and Fuller Horgett.

C. E. Lenhart, J. Edgar Husted and Joseph F. Guffey, receivers of I. W. Semans, filed their account today. The account shows cash on hand January 1, 1916, \$205,65; cash received, \$48,553.88; total, \$49,063.33. Executions were issued by Prothonotary George M. Rathbun today upon property of the eight individuals whose receiverships were dismissed. During the forenoon several executions against various of these men were issued.

EMPLOY MORE MEN.

Sligo to Put on Night Turn in Bar Mill Beginning Monday.

A night turn was put on in the bar mill at Sligo Monday. The guide mill and the bar mill of the plant recently re-opened have been running single turn, and the new turn in the bar mill will give an opportunity to use a few more men. About 130 men are now employed, and between 150 and 160 will be necessary when the bar mill is operated both night and day.

Both steel and iron bars are being shipped from Sligo every day now, mostly to the Pittsburgh district. The first steel was shipped on April 26.

BIG COAL DEAL.

Scottdale Coal & Coke Company Sells 142 Acres.

The Scottdale Coal & Coke company of Scottdale, has sold its holdings in Hempfield township to F. B. Cook of Johnstown for \$49,000.

The sale was made May 10 and the deed placed on file Wednesday in the office of the recorder of deeds in Greensburg. Included in the deed are 134 acres of coal and 108 acres of land in Hempfield township. Several small tracts are reserved. The mining rights of the company are also included in the deed.

PIX PICNIC DATE.

Frick Veterans' Outing at Idlewild on Tuesday, July 24.

At a meeting of the Frick Veterans' association held recently in Connellsville, it was decided to hold the annual outing of the association Tuesday, July 24, at Idlewild.

P. J. Tormay, president of the association, reappointed the committee that was in charge of the picnic last year. Following the usual custom, special trains stopping at various points along the line to take on the picnickers, will be run on the Pennsylvania railroad.

MORE FAYETTE COAL COS.

Uniontown Parties Make Applications for Charters.

Application has been made by E. H. McClelland, D. F. Swaney, A. A. Miller, T. B. Sedwick and Woods N. Carr for a charter for the Shadyside Coal & Coke company.

H. S. Dumbauld, Delbert Rush, J. W. Cornish, S. Ray Shelby and Max Hanam, of Uniontown, are applicants for a charter for the Tunnel Coal & Coke company.

WINONA COAL SOLD.

The coal operations of the Winona Coal & Coke Company near Grafton, W. Va., together with approximately 1,000 acres of coal, have been sold to T. J. McLernan of Uniontown and Dunkard, for about \$100,000.

LIST OF COKE OVENS IN The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, May 19, 1917.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
MERCHANT OVENS				
40	40	Adash	Adash Coke Company	Uniontown
400	400	Alford	W. J. M. Brown	Aldie, Pa., New York
200	200	Allison No. 1	W. J. M. Brown	Uniontown
142	142	Allison No. 2	American	Pittsburgh
240	240	Allison No. 3	W. J. M. Brown	Pittsburgh
20	20	Amherst	The Wilcox & Foster Coke Co.	Pittsburgh
45	45	Allegheny	Allegheny Coke Co.	Pittsburgh
287	287	Almond	Almond Coke Co.	Pittsburgh
50	50	Brownsville	Brownsville Coke Co.	Uniontown
84	84	Buckhannon	Buckhannon Coal & Coke Co.	Smithfield
242	242	Charleroi	Champlin Connellsville Coke Co.	Brownsville
40	40	Cheswick	United Connellsville Coke Co.	Pittsburgh
210	210	Chestnut	United Connellsville Coke Co.	Pittsburgh
402	402	Donald 1 & 2	United Connellsville Coke Co.	Pittsburgh
180	180	Donald 3	United Connellsville Coke Co.	Uniontown
148	148	Donald 4	United Connellsville Coke Co.	Uniontown
148	148	Donald 5	United Connellsville Coke Co.	Uniontown
82	82	Emerson	Emerson Coke Co.	Uniontown
80	80	Fowler	James M. F. Fowler	Uniontown
108	108	Gardendale	Gardendale Coke Co.	Uniontown
900	900	Griffin No. 1	Griffin Coke Co.	Pittsburgh
900	900	Griffin No. 2	Griffin Coke Co.	Pittsburgh
210	210	Hannan	Hannan Coke Co.	Pittsburgh
48	48	Hillsdale	Westmoreland Gas Coke Co.	Pittsburgh
140	140	Hilltop	Westmoreland Gas Coke Co.	Pittsburgh
38	38	Hope	Hope Coke Co.	Uniontown
192	192	Houston	Houston Gas Coke Co.	Pittsburgh
140	140	Katharine	Union Connellsville Coke Co.	Pittsburgh
340	340	Lafayette	Acton Coke Co.	Helen
400	400	Lambert	Lincoln Coke Co.	Pittsburgh
250	250	Little Green	The Wilcox & Foster Coke Co.	Pittsburgh
220	220	Love Phoe	Connellsville Central Coke Co.	Pittsburgh
220	220	Lyman	Lyman Coke Co.	Pittsburgh
64	64	Martin	Southers Connellsville Coke Co.	Pittsburgh
182	182	McMahan	McMahan Coke Co.	Uniontown
60	60	McMahan	McMahan Coke Co.	Uniontown
100	100	Old Stone	W. J. Farnall	Uniontown
204	204	Orient	Union Coke Co.	Uniontown
80	80	Perry	Perry Coke Co.	Pittsburgh
72	72	Plumers	Plumers Coke Co.	Uniontown
101	101	Rich Hill	Rich Hill Coke & Coke Co.	Pittsburgh
86	86	Rich Hill	Rice Coke & Coke Co.	Pittsburgh
88	88	Rich Hill	Rice Coke & Coke Co.	Pittsburgh
80	80	Rocky	H. M. Sackett Coke & Coke Co.	New York
878	878	Heights	Taylor Coke & Coke Co.	Uniontown
810	810	Shadyside	Thompson Coke Co.	Uniontown
400	400	Shadyside No. 2	Locust-Glenwood Coal & Coke Co.	Pittsburgh
400	400	Thompson	Locust-Glenwood Coal & Coke Co.	Pittsburgh
308	308	Tower Hill 1	Thompson Connellsville Coke Co.	Pittsburgh
594	594	Tower Hill 2	Tower Hill Connellsville Coke Co.	Pittsburgh
600	600	Washington 1	Byrnes Coke & Coke Co.	Dawson
78	78	Washington 2	Washington Coal & Coke Co.	Dawson
80	80	Winnona	Winnona	Pittsburgh
36	36	Yankee	Winnona-Glimmer Coal & Coke Co.	Pittsburgh
5,565	5,565		Wheel Coke Co.	Pittsburgh
FURNACE OVENS:				
120	120	Alldison	Allegheny Iron & Steel Co.	Gates
100	100	Brier Hill	Brier Hill Coke Co.	Pittsburgh
424	424	Bridgeton	H. C. Frick Coke Co.	Pittsburgh
482	482	Colonial No. 1	H. C. Frick Coke Co.	Pittsburgh
480	480	Colonial No. 2	H. C. Frick Coke Co.	Pittsburgh
300	300	Colonial No. 4	H. C. Frick Coke Co.	Pittsburgh
250	250	Desert	H. C. Frick Coke Co.	Pittsburgh
200	200	Fairbank	Struthers Coal & Coke Co.	Pittsburgh
400	400	Foothills	H. C. Frick Coke Co.	Pittsburgh
200	200	Gates	H. C. Frick Coke Co.	Pittsburgh
628	628	Lambert	H. C. Frick Coke Co.	Pittsburgh
244	244	Leetonia	H. C. Frick Coke Co.	Pittsburgh
150	150	Newcomer	H. C. Frick Coke Co.	Pittsburgh
400	400	Republic	Hannibal Iron & Steel Co.	Pittsburgh
800	800	Romeo	H. C. Frick Coke Co.	Pittsburgh
5,565	5,565			

ESTABLISHED 1872.

INCORPORATED 1904.

CHANGES AT EAST SIDE FIRE HOUSE TO BE EXPENSIVE

Bids On Repairs to Maccabees Room So High Council May Abandon Project.

MORE NEW STATION TALK

Council May Get Together as a Committee of the Whole and Decide Definitely Whether New Municipal Building is to be Constructed.

Council plans to take definite action very shortly on the construction of a new municipal building or central fire station. The presumption is that the present city hall, may be turned into a fire and police station, and a new administration building put up. Mr. Duggan Monday night suggested that half be put together as a committee of the whole next week and go over plans for the building, make alterations, and decide definitely on the question, "Shall we build it?"

Mayor R. Marietta said, "The first thing we ought to do is to get up street; out of this council chamber, some place where we can hear what's going on. I don't know what's being discussed half the time for the noise of the trains." Mr. Duggan and Mr. Price seemingly advocated putting up a new building on the city grounds adjoining the present city hall, making the walls soundproof by putting in windows on the railroad side. Mr. West declared he wouldn't be in favor of putting up a building there at all. "We don't want it here," he said.

The question of fixing up the room in the Maccabees building as a temporary fire station was held off, since the two bids received for the remodeling were considered exorbitant by the councilmen. The South Connellsville Lumber company asked \$19,148 for putting up doors and making the other alterations without painting, and the Central Lumber company, R. L. Hannan's firm, wanted \$369, this to include painting. Mr. Price was directed to see if he couldn't hire a couple of carpenters to do the work more cheaply. Mayor Marietta, after inquiring whether the contractors thought council wanted a whole new building put up, declared himself in favor of calling off the temporary station idea, and putting the money toward the erection of a permanent station.

R. C. Burkhardt, representing the South Connellsville council, appeared before council to ask if Connellsville city would place a gutter along Gibson avenue to protect property of South Connellsville people living on the street. Mayor Marietta thought that the borough should take care of that, but Mr. Burkhardt said that the greater part of the street was in the city, and that it being the city's property, it was up to the city to put in the gutter. Mr. Duggan will take the matter up.

A resolution was introduced by Mr. Duggan and passed, returning to the New Haven Hose company the license fees collected from the recent Ruthford carnival.

Two and a half gross flags were ordered purchased by the city to be used in the decoration of graves by William F. Kurtz Post, G. A. R., on Memorial Day.

Mr. West introduced a resolution ordering the city solicitor to draw up an ordinance preventing moving picture shows given on Sunday for the benefit of any persons, or organizations, or for the purpose of raising money for any cause whatever. Mr. Duggan seconded the resolution, he said, because he thought it might be well to have such an ordinance drafted. The resolution was passed. The action is a result of the request of the Ministerial association.

Mr. Duggan introduced as an ordinance to be over, the project that the proceeds of street improvement bonds authorized by council be appropriated to the paving of South Arch street. The sewer work will be paid for out of the city sewer fund. The amounts for the three sections of Arch street are as follows: Church place to Green street, \$12,500; Green to Trump street, \$12,500; Trump run to the city line, \$12,500.

The ground between the street car tracks along Arch street will not be paved. The West Penn asked that they be allowed to leave this ground unpaved in order that the tracks should not be thrown higher and made more dangerous. They offered to pay for curbing on the west side, or railway side of the street, and for seven feet of paving at the contract point. This paving, paid for by the company, is not to be constructed, the money to go to the city. The idea is to show that the West Penn is willing to pay for the paving, but does not want it done because of the danger which would be created. An ordinance amending the borough ordinance of August 20, 1895, which is the agreement which says that the West Penn should pay for paving between its tracks, was introduced by Mr. Duggan to allow this change.

An ordinance providing for the grading, paving, and curbing of Seventh street between Crawford and Leisenring avenue was introduced. A petition for this paving was signed by every resident of the street. Tax Collector E. R. Floto was exonerated from collecting \$3,302.47.

Sells Two Acres. Two acres of land in Dillskin township have been transferred by Clark C. Swink and others to Nettie M. Baker, according to a deed recorded, for a consideration of \$500.

Deed Recorded. A deed recorded in Uniontown shows the transfer of 100 acres of land in Springfield township from Guy H. Bryner to Kenneth R. Penning. The consideration is given at \$1.

BELL TELEPHONE WANTS CONDUIT

Representatives Again Ask Council's Permission to Put Wires Underground.

Representatives of the Bell Telephone company Monday night appeared before city council to present a plan for eliminating surface wires on Crawford avenue and Pittsburg street, in the business district, by constructing underground conduits. This is the third time the Bell company has made the proposal. The idea last night was merely to get a start and the definite points in the plan may be changed a thousand times by the city before they are accepted, if they are ever accepted.

The proposition as submitted by Messrs. Badger and Hamilton, of the Bell company, and John P. Kephart, their attorney, included the placing of conduits on Crawford avenue from Brimstone corner to theough bridge, and on Pittsburg street, from Peach street to Davidson avenue. It is unlikely that the latter line would be taken as far as Davidson avenue at once, but that is the eventual plan. The wires would be carried above ground in order to reach consumers at points on intersecting streets, probably 100 yards back from the main thoroughfares. The trenches dug would be 18 inches in width, the ducts laid nine inches in width, with three feet of dirt on top, and at recurring intervals there would be manholes three and a half feet by six feet. Ten ducts carrying the wires would be placed on Crawford avenue and on Pittsburg street to Baldwin avenue tapering off from there.

Councilman John Duggan made it clear that council would grant no exclusive right to the Bell. Mr. Badger assented to this and pointed out that competing companies could not join in laying underground wires. Whether even the Western Union could join with the Bell is a question.

"If we could clean the streets off entirely," Mr. Duggan said, "we'd do it. But we've got to know just what we can get rid of by your proposal." Mr. Duggan's suggestion that blueprints and tentative ordinances be left for council to go over was carried out and no action taken.

MAY MODIFY ORDER

Ban on Fireworks Likely to Be Less Stringent.

The regular order of Mayor R. Marietta prohibiting the sale and use of all fireworks this year is likely to be somewhat modified. R. S. Matthews, representing the Tri-State Candy company, appeared before council Monday night, to explain how wholesalers had already purchased large stocks of fireworks, and to ask that the shooting of them should not be prohibited. He intimated that no stocks would be purchased next year if the war continued. "I don't see how you could enforce an ordinance against fireworks, anyhow," Mr. Matthews remarked.

Councilman Duggan wanted to leave the whole thing to the mayor, letting him decide what should be prohibited and what permitted. The mayor, he said, would be careful to act so as not to injure any man's business and yet to look after the safety of the city. Mr. Marietta thought it would be a good thing to have samples submitted by all dealers, and this will be done Friday night when a committee consisting of Mayor Marietta, Councilman M. B. Price and City Clerk A. O. Bixler will examine the stocks and decide which things may be shot off. All fireworks dealers are asked to appear at council chamber Friday night with specimens of everything they want to sell.

URGE BUYING BONDS

West Penn Officials Ask Employees to Subscribe to Liberty Loan.

Every employee of the West Penn system, to the number of about 1,500, today was mailed a form letter, urging him or her to subscribe some amount to the United States government's Liberty loan. R. B. Keating, vice president of the railways company, wrote the letter which is being distributed from the local offices. Mr. Keating at his office in Pittsburgh will receive subscriptions from all employees and will attend to all details of placing them.

"It would seem that almost every employee of this company could subscribe," the letter says, "as bonds probably are to be issued in denominations as low as \$50." By subscribing to this loan one of the most patriotic services that can be rendered to the country at this time is being performed. The larger the number of employees who subscribe to this Liberty loan, the greater will be our pride."

DRAW FOR PLOTS

24 Divisions of Perry Community Garden to be Cultivated.

Plots in the Perryopolis community garden on A. M. Fuller's ground were awarded by drawing Monday evening at the First National Bank. All told, there were 24 plots, each 10,000 square feet in size, and every one was applied for by some one desiring to cultivate it. Those who drew for and were awarded the plots are as follows:

The bid of John Duggan for the Fourth Ward school building was rejected and the board decided to re-advertise. The board reserves the seats, blackboards, bell, pipe and statue of Zachariah Connell.

RAISE OF A MILL IN SCHOOL TAXES IS DECIDED UPON

Levy for 1917 Will Be 21 Mills On the County Valuation of \$5,137,584.

BUDGET IS \$112,107.18

Comparison of Estimated Expenditures From General Fund for Three Years Shows Steady Rise in Cost of Operation; Sinking Funds + Mills.

School board Monday night fixed the tax levy for 1917 at 21 mills on an estimated county valuation of \$5,137,584, an increase of one mill over last year. The board estimates that 17 mills will be needed for operation of the schools and four mills for payment of interest and redemption of its \$32,500 in outstanding bonds.

The budget, submitted by the finance committee, estimates the probable expenditures from July 1, 1917 to July 1, 1918, at \$112,107.18. The state appropriation will be \$10,000 or more and there are \$17,214.82 in outstanding taxes, a total of \$27,234.82.

Taking this total from the probable expenses, it leaves \$84,892.46 to be raised by taxation.

The committee plans to pay \$15,750 on the principal of its outstanding bonds and \$14,248 in interest on them. This makes a total of \$29,995 to be raised for the sinking funds. There is now \$11,015.18 in the sinking funds, leaving \$20,548 to be raised by taxes. This makes it necessary to levy four mills for the sinking fund. This is carried on the books as sinking fund No. 1 and sinking fund No. 2 and two mills are apportioned for each.

The 1916 issue of \$250,000 for new schools will necessitate the raising of \$13,875, of which \$8,250 will be for reduction of the principal and \$10,625 for interest. The bond issue of 1896 has now been reduced to \$3,000. The interest on this will be \$120; the South Side building bond issue has been cut to \$13,000, on which \$1,000 will be paid to reduce the principal and \$495 in interest; the Second Ward issue is now down to \$2,500 and \$2,000 principal and \$125 interest will be paid this year; the high school bonds now total \$44,000. This will require payment of \$1,420 in interest during the year. Nothing will be paid on the principal. On the special liquidating bonds of \$30,000, the interest for the year will be \$1,350 and \$1,500 will be paid on the principal.

The high cost of everything increases the cost of operating the schools for 1917-1918 just \$5,512.01 over that of 1916-1917. The following statement gives the estimates for the last two years together with next year's budget:

The following statement gives comparative expenditures for this year and next, the first column representing expenditures to May 1, 1917, the second column an estimate of what expenses will be by July 1, 1917, and the third column estimated expenses for 1917-1918.

Teachers' Salaries, \$10,023.52 \$55,060.00 \$16,000.00

Textbooks 3,635.18 3,635.16 3,800.00

School supplies 4,146.58 4,146.58 4,500.00

Building supplies 1,007.45 1,057.45 1,500.00

Teaching materials 1,445.10 1,500.00 1,500.00

Janitors' salaries 1,670.04 2,670.04 2,700.00

Other salaries 4,356.30 4,364.30 5,000.00

Facilities 1,662.50 1,662.50 1,700.00

Fire and water 3,234.84 3,634.84 4,000.00

Carnegie Library 2,250.00 3,000.00 2,500.00

Taxes 612.62 612.62 700.00

Postage 121.23 128.00 130.00

Freight & Drayage 237.79 237.79 250.00

Rent 60.00 60.00 60.00

Office supplies 34.03 34.03 50.00

Express charges 60.83 60.83 50.83

Laundry 22.28 36.00 32.00

Printing 126.70 126.70 160.00

Acetate 20.00 26.00

Gas 83.52 83.52 82.00

Carfare 6.75 12.50 7.50

Feet 119.02 119.82

Advisors' fees 55.40 55.40

Tuition 22.75 22.75 22.75

Attic 174.40 174.40 174.40

Transportation 200.00

Survey 50.09 50.09

Interest & notes 13,304.20 15,304.20 18,304.20

Interest & notes 7,317.60 7,317.60

Sundries 147.44 150.00 150.00

Total \$9,304.30 10,585.17 11,121.18

The contract to equip the new high school auditorium stage with a curtain and scenery was awarded to Toomey & Volland of St. Louis after representatives of this and two other scenic companies had consumed about two hours displaying and describing samples of the scene painter's art. The cost will be \$956. Meyers & Carey of Youngstown, O., bid \$950, but their list included less pieces than the St. Louis company, and the New York studio bid \$1,158.

The Fred Medart company was awarded the contract to equip the high school gymnasium with apparatus. The price is \$850.30. The Narragansett Machine company bid \$900.45.

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ORDER MODIFIED.

Pittsburg Partially Revokes the Ban on Sale of Fireworks.

The Department of Public Safety of Pittsburg has modified its recent order placing a ban on the sale of fireworks in that city.

Because of the large quantity of goods manufactured in advance, merchants will be allowed to sell certain kinds of fireworks which are classed as harmless.

M' MILLAN, PLEADING GUILTY OF LARCENY, GETS 90-DAY TERM

Connellsville Railroad Man Accused of Robbing Freight Car Is Sentenced.

A raise in rates must be authorized if service is to be maintained.

UNIONTOWN, May 22.—Matthew McMillan, a Connellsville railroad man, who was indicted at the March term of court on a charge of breaking and entering and intent to commit a robbery, was sentenced to pay the costs of prosecution and serve 90 days in the county jail. McMillan is alleged to have broken open a Baltimore & Ohio freight car and taken a quantity of sugar, beans, whiskey and dried peaches. He was released on bail for appearance at the March term of court, but disappeared. His bondsman, a Connellsville druggist, secured a process and recently secured his arrest.

Ed. Chevies and C. H. Smith, charged by Captain Ludwig of the Baltimore & Ohio police force, appeared before Judge J. Q. Van Swearingen and E. H. Repert in criminal court today and entered a plea of guilty. He was sentenced to pay the costs of prosecution and serve 90 days in the county jail. McMillan is alleged to have broken open a Baltimore & Ohio freight car and taken a quantity of sugar, beans, whiskey and dried peaches. He was released on bail for appearance at the March term of court, but disappeared. His bondsman, a Connellsville druggist, secured a process and recently secured his arrest.

The proposed scale of rates from General Fund for Three Years Shows Steady Rise in Cost of Operation; Sinking Funds + Mills.

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School board Monday night fixed the tax levy for 1917 at 21 mills on the County Valuation of \$5,137,584.

Men by Millions Must Face Death to Win War, Red Cross Speaker Says

Defeat of Germany Will Cost Flower of Nation's Manhood, Declares Ernest W. Corn in Address That Does Much to Awaken Connellsville People to a Realization of What a Task America is Facing; Red Cross Chapter Must Play Big Part in Making Life of Heroes Less Rough and Dangerous.

MAKE CHAPTER DEMOCRATIC, IS HIS APPEAL

Giving a vivid picture of the horrors of war, and showing how every man and woman can aid in making the life of the gallant soldier boys less rough and perilous, Ernest W. Corn, a big mass meeting in the Sisson Sunday afternoon, presented the message, the appeal, and the program of the American Red Cross to the people of Connellsville.

Mr. Corn, who is assistant superintendent of the Atlantic division of the Red Cross, with headquarters in New York City, was brought here by the local chapter to tell of the work of the organization, that all might understand just what its aims are. The meeting really took the form of a patriotic rally, with the decorations in the national colors, the singing of the national anthem of America and its ally, France, and the war-time spirit which prevailed the gathering.

High lights in Mr. Corn's address were his sentiments that this is to be a long war, that American troops will suffer great loss of life, and that the Red Cross will have an astonishing amount of work in caring for the "war wreckage"; his constantly reiterated declaration that men were needed in the organization as much, or more, than women; and his appeal to the women to make the work rooms where they will sew bandages and do similar work, open and democratic, in order that all may feel welcome to come in and help.

Mr. Corn sketched for the audience the full history of the American Red Cross. In 1863, he said, the Geneva conference was held, and there the original agreement was entered into to allow nurses and surgeons to take care of the wounded soldiers and to do relief work of all kinds. The symbol of the Red Cross was then adopted. In 1864, 11 European nations entered into the agreement, the United States, however, refusing to come in until 1881. When the Spanish war came, there was no organization, and there was much suffering among our troops. Consequently, in 1906, the President demanded a change of conditions. The organization was then chartered by the government and was placed under the supervision of the War Department. It is the only relief organization sanctioned by the government. Its membership has jumped in the past five weeks from 20,000 to 500,000, perhaps more.

The work Mr. Corn pointed out, is divided into three parts: the department of chapters, the department of civilian relief, and the department of military relief.

That the organization is not on a war basis was emphasized by the speaker. Its relief work has been notable at all the great catastrophes, such as floods, earthquakes, tornadoes, and fire, during recent years. It is figured that there are at least eight of these national calamities each year, and the Red Cross is always prepared for them. In addition, the civilian department must take care of the dependents left behind during wars.

"Oh, you say we are not sending men with dependents to France," Mr. Corn said. "I want to make this prediction: the government will be calling for married men before the year is over."

"The war has not been close to us," the speaker declared. "We have sat in our homes and thought of the fighting as being across the ocean, on the frontier of France. Well, thank God, it's over there, and we want to keep it over there. The great advantage goes to the country which fights its war on its enemy's soil. The Germans knew that, and they got their armies off their own ground at once, and they've kept them off for two years."

"We begin our war on foreign ground, on the soil of France, and Belgium. But we're not going to finish there. The war's going to end on German soil." It's going to cost, though. It's going to cost the flower of our young manhood; it's going to cause untold agony.

We mustn't deceive ourselves, reading war news censored by the British, hearing of the smashing of the Hindenburg line. You remember how long ago it was that the Germans were retreating from St. Quentin, burning it before leaving, and how long ago the taking of Lens was most-miserably expected. But the Germans still occupy St. Quentin, and Lens is yet to fall. The British and French have worked wonders, but they haven't regained more than 1,500 square miles of the soil of France, and the war is far from over. Internal trouble in Germany won't end it, either, as some people would have you believe. There may be riots in Berlin, but there'll be no revolution. The people there are just as solidly behind their government as we are behind ours. They know it's a matter of the life and death of the nation, and they believe that the Kaiser is the only man who

appeal and the program of the organization, and any man or woman with a spark of patriotism, a bit of self-sacrifice, in them, is ready to join."

The entire audience joined in singing "America." Mrs. Robert Morton sang "Columbia, the Gem of the Ocean." Mrs. Helen Knox sang "The Marseillaise," and Miss Mary McDaniel "The Star Spangled Banner." A chorus under the direction of John Davis joined with these soloists on the choruses of the songs. Kiferle's orchestra played several patriotic selections.

Rev. Ellis B. Burgess made the invocation. E. C. Higbee introduced Mr. Corn. Seated on the platform, in addition to these men, were Dr. Katharine Wakefield, permanent chairman of the local Red Cross chapter; Captain Robert S. Morris of Company D, and Major R. S. McKeon of the 10th regiment hospital corps, both in uniform; and all the members of the ministerial association. In a box were members of the executive committee and other officers of the local Red Cross chapter.

"They are to face the greatest variety of maiming machinery of any war. Poison gas, liquid fire, exploding shells, thousands of schemes to kill more expeditiously, have been projected into this struggle. Dum-dum bullets, at which the world held up its hands in horror, are forgotten now in the host of newer and more cruel ways to maim and kill. They say there are only three ways to get out of a French trench: to be shot dead and carried out to be buried behind the lines in a nameless grave; to be shot and taken to the base hospital to die there, or to be incapacitated by trench life so as to be sent back to recuperate before returning to war. That's the only way to get out of a British, of a German trench: it's going to be the only way to get out of an American trench."

"So there is the war wreckage that the Red Cross must take care of. This is how it is going about it. Over 7,000 trained nurses and 14,000 physicians have volunteered to serve at pay rates. The American Red Cross has on hand an immense stock of supplies, which would keep an army several days, and which is being constantly added to. Two base hospitals are now on the way to France, the relief forces going before the regular expedition for the first time in history. Four more will follow. Each one of these is equipped with 500 beds."

The women at home are asked to help, every one of them, by preparing the immense amounts of equipment, bandages and similar relief supplies, which will be so sorely needed. "We have a little lost sight of British and French relief since America entered the war," Mr. Corn declared. "We sit at home and sing and content with our allies across the sea battling, without relief supplies of any kind. Their colors, lines, gauges, are gone. If we don't send them they must do without. Think of how many times you bandaged up that finger the last time you cut it and then think of the bandages necessary for a man who has had half his arm shot out."

Having outlined the needs of the organization, Mr. Corn urged that the workrooms here be made perfectly open, wide open, so that every woman will feel free to come in and do her bit for the wounded soldiers. The wagswoman who has given her son to the army and naturally wants to help with the relief work, should be as welcome in the work as the society leader.

The Red Cross is not a woman's organization, where a lot of society ladies get together and gossip about their neighbors," Mr. Corn declared again and again. "It is an organization for men, as well as women. There are thousands of man-sized jobs for those who can fill them, and only men will do for them."

A man joining the local chapter in the first place, lends his moral support, his business sagacity and organizing ability, and his financial aid. "Then why couldn't you start a sanitary contingent in your town, or an ambulance corps?" The educational features would surely appeal to the men; they would soon be able to do something which other men could not do, and if they desired, they might see service."

The popular, romantic conception of the life of a Red Cross nurse, sitting on a green hillside with the shrapnel bursting about her and the soldier in her lap, was shattered by Mr. Corn. He pointed out that there was absolutely nothing romantic in the life of a war nurse; that she was always kept in the safety zones, and never saw bursting shrapnel; that her life was one of intense drudgery and was filled with disagreeable tasks. Only a woman with a lot of backbone is willing to make the sacrifices attendant upon taking up this life, Mr. Corn said.

In concluding, the speaker traced the life of an army recruit, showing how he is protected and helped, and his life made much more bearable, at every step, by the American Red Cross. From the time he leaves home, on transport train, ship, behind the lines, at the front, when wounded, invalided home, ready to take his place in the economic scheme of things again, the representatives of the Red Cross are ever giving him their aid. Dying on the field, his last message, his trinkets are taken and sent home by Red Cross people.

"So, we don't beg people to come into the Red Cross any more," Mr. Corn said. "We present to them the

DEBOLT BOOSTED AS WELL FITTED TO BE ASSOCIATION HEAD

Local Fire Chief Boomed For Presidency by Local Volunteers.

The May meeting of the board of control of the Western Pennsylvania Firemen's Association was held in the room of the New Haven Hose Company on the West Side Saturday evening with delegates from all points in Western Pennsylvania attending. After the business session, the delegates adjourned to Slavish Hall where a banquet was served by the Connellsville Firemen.

The main subject of discussion was the convention to be held at Irwin during the week of August 12, and the candidacy of Fire Chief William E. DeBolt for president of the association. The announcement of his candidacy was made by Attorney John Duggan Jr., at the banquet.

Mr. Duggan referred to Chief DeBolt as a man of commanding ability and integrity. He spoke of the esteem in which the citizens of Connellsville held him and told of the active part he had taken in the many conventions the association has held. He referred to other exploits of Chief DeBolt, including his participation in the Spanish-American war. The speaker assured the delegates that the association would be in the hands of a capable man during the administration of Chief DeBolt.

The stage was decorated in a striking way. A huge oil painting of President Wilson, who acts as president of the American Red Cross, was placed in the center, draped with flags. Across the front of the stage were the colors of several of America's allies. Red Cross literature was distributed at the door.

Following the meeting, Mr. Corn spoke to the executive committee of the chapter, advising them on the special work to be done. He made it very clear that the Red Cross could be shot and taken to the base hospital to die there, or to be incapacitated by trench life so as to be sent back to recuperate before returning to war. That's the only way to get out of a British, of a German trench: it's going to be the only way to get out of an American trench.

The delegates present were: Thomas W. King, East McKeesport; Peter O'Hearn, Charles Heller, Swissvale; W. H. Sharah, Braddock; James H. Steele, Wilkinsburg; F. W. Adams, Vandergrift; Martin Klein, St. Clair borough; Edward Cypher, New Kensington; R. T. Hickman, Johnstown; Thomas K. Martin, Braddock; John Thomas, Crafton; A. M. Young, East Pittsburg; Edward N. Patterson, Vandergrift; Edward P. Hensler, Harry Fritzel, Rankin; W. D. Alcorn, Mount Oliver; Thomas W. Bryan, Aspinwall; B. Q. McHenry, New Kensington; E. K. Kinkead, J. Q. Adams, Vandergrift; Edward N. Patterson, Harry Fritzel, Rankin; W. D. Alcorn, Mount Oliver; Thomas W. Bryan, Aspinwall; B. Q. McHenry, New Kensington; R. T. Hickman, Johnstown; Thomas K. Martin, Braddock; John Thomas, Crafton; A. M. Young, East Pittsburg; Edward N. Patterson, Vandergrift; Edward P. Hensler, Harry Fritzel, Rankin; W. D. Alcorn, Mount Oliver; Thomas W. Bryan, Aspinwall; B. Q. McHenry, New Kensington; R. T. Hickman, Johnstown; Thomas K. 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KING'S DAUGHTERS OF ENTIRE STATE CONVENE IN CITY

Close to 100 Delegates From
Many Towns and Cities
Will Attend.

STATE OFFICERS PRESENT

Mr. Fred E. Derby of Narberth, President, is in charge of the sessions; Delegates, entertained by Local Members; An Interesting Program.

King's Daughters from various parts of the state attended the twenty-second annual convention of the Pennsylvania branch of the International Order of King's Daughters and Sons, which opened Wednesday in the Presbyterian Church. At the opening session about 45 of the 75 to 100 delegates expected were present. Others arriving this morning, Presbyterian, Baptist, Methodist, Episcopal and Lutheran churches are represented.

The state officers present are, Mrs. Fred E. Derby, of Narberth, Pa., president and a member of the central council; Miss Anita Baird, of Washington, Pa., vice president; Miss Irene M. Boyer of Pottstown, Pa., recording secretary and custodian of literature; Miss Lizzie H. Wagner of Allentown, Pa., treasurer and president for Lehigh county.

The delegates were met at the train by committees and were escorted to the church for registration. They are entertained over night and at breakfast at homes of the members of the local society. Dinner and supper will be served each day in the First Presbyterian Church, with the exception of this evening when supper will be served in the dining room of the Christian Church by the Young Ladies' Missionary Circle of that church.

The opening service began at 7:30 o'clock with prayer service conducted by Rev. J. L. Proudfit. Following an organ prelude by Miss Beth Sherman and the singing of a hymn by the congregation, Rev. Proudfit delivered an address of welcome. A vocal solo by Miss Mary McConnell, was followed by an address on "The King's Business" by Mrs. Anthony B. Evans, president of the order. Mrs. Evans' address was followed by a brief but interesting talk by Madame Layyah Barakat of Philadelphia, who will also be the principal speaker at this evening's meeting. Madame Barakat is a Syrian and was educated in Syria in an American Bible school. She is an eloquent speaker and a very remarkable woman. Tonight she will speak on "Palms of the Desert."

The program Friday afternoon consisted of a recitation by Mrs. L. S. Michael, vocal solo by Mrs. Margaret Davies Newcomer, and a talk on "Those Other Brothers," by Miss Florence A. Wilson of Daileytown, Pa. The meeting, which adjourned early, was followed by an automobile ride to Linden Hall, St. James park, the home of Mrs. Sarah B. Cochran. An organ recital was given for the visiting delegates. On their return supper will be served in the First Presbyterian church dining room.

The local committee in charge of the convention was as follows: General, Mrs. W. W. Barnes; hospital, Mrs. J. M. Young; reception, Mrs. J. L. Proudfit; entertainment, Mrs. R. C. Beeler; prizing, Miss Rebecca Sauer. Miss Beth Sherman was organist and Mrs. Clayton Campbell, pianist.

Delegates registered as follows: Edith Miller, Miss Jessie Thompson, Pittsburgh; Mrs. L. H. Wagner, Allentown; Mrs. Ida Smith, Dunmore; Mrs. Cassie S. Bolton, Hollidaysburg; Mrs. Mary M. Lowe, Mrs. L. K. Eldridge, Wilkes-Barre; Mrs. J. R. Kline, Miss Anna Peters, Miss Charlotte C. Messer, Mrs. Curtis Umpleby, Lancaster; Mrs. Edwin W. Gregg, Dunmore; Mrs. Jane H. Legate, Mrs. Frank Moore, Mrs. Dorothy Legate, West Chester; Mrs. Eva May Grosskins, Sheridan; Mrs. Minnie D. Seiber, Mrs. Augusta Yeagley, Lancaster; Mrs. G. H. Brown, Nottingham; Miss Frances Ross, Scranton; Mrs. U. Grant Bell, Dunmore; Miss Irene Boyer, Pottstown; Mrs. E. K. Ross, Philadelphia; Mrs. H. M. Carnahan, Monongahela; Mrs. J. S. Darlington, Narberth; Mrs. Joseph Garvin, Mrs. T. P. S. Wilson, Williamsport; Mrs. Elmira Lowe, Hutton; Mrs. L. T. Rathell, Philadelphia; Mrs. Arthur D. Thaeler, Bethlehem; Mrs. J. B. Hammond, Mrs. L. G. Vail, Mrs. J. C. Loechner, Mrs. C. W. Wedell, Mrs. Frank Fischer, Mrs. Ira Fulkerston, New Castle; Mrs. O. J. Hellege, Philadelphia; Mrs. Calvin T. Herr, Mrs. James G. Herr, Mrs. Edgar Kirk, Peach Bottom; Mrs. G. Raymond Schmid, Mrs. J. R. McKeone, Bethlehem; Mrs. W. L. Hartman, Allentown; Mrs. Martin McClure, Ingram; Mrs. William Davis, Mrs. Horace A. Beckman, Ebensburg; Mrs. Sarah E. Beckman, Lititz.

The result of the elections announced Friday morning as follows: State president and member of the Central Council, Mrs. Fred E. Derby, Narberth; vice president, Miss Anita Baird, Washington; recording secretary and custodian of literature, Miss M. Irene Boyer, Pottstown; treasurer and president of Lehigh county, Mrs. Lizzie H. Wagner, Allentown; executive board, Mrs. W. L. Naze, Philadelphia; Mrs. Sara C. Beeler, Lancaster; Mrs. Matthew R. Davis, Kennett Square; Mrs. Ira Fulkerston, New Castle; Mrs. John B. Lewis, Torresdale, Philadelphia, chairman of junior work; Mrs. Clara Ream, Lancaster; Mrs. A. D. Thaeler, Bethlehem, president of Northampton; Mrs. O. J. Hellege, Philadelphia; Mrs. Emma Butchins, Philadelphia, president of Philadelphia, third regiment of Philadelphia, doing guard duty on the railroad bridges here. On both sides of the Pennsylvania railroad bridge these small shelters have been put up and will serve to cover the soldiers in rough weather.

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G. E. Graf, Williamsport. The convention is drawing near a close, and according to the delegates, is one of the best ever held. It is the first time that the state convention has been held in Connellsville, or any other point in this section of the state and the many delegates who are in attendance are delighted with the manner in which they are being entertained during their stay in the city. The entire convention program has been one of unusual interest, most instructive talks being given by prominent women from various parts of the state.

At the session yesterday afternoon, some time was devoted to the reports of the county circles. There are 5,000 King's Daughters in the State of Pennsylvania and yesterday afternoon excellent reports from 23 counties were given. During the past year the Connellsville society turned over \$500 to the church, purchased new piano for the Sunday school room, made 100 church calls, 300 sick calls and following the annual custom held a prayer meeting at the home of Mr. and Mrs. Daniel Sinclair in North Pittsburg Street in honor of the birthday of Mrs. Mary Dunlap, the oldest member of the church. Flowers were also sent to the sick.

During the year between \$13,000 to \$20,000 was spent in the state for charities. The treasurer's report showed an income of \$1,785.34 received from dues, etc. The expenditures were \$1,130.32, leaving a balance of \$655.02 in the treasury. The year was a very successful one in all lines of work which the society is interested. Mrs. Emma Hutchins, president of Philadelphia county, sang a solo in a very pleasing manner. Mrs. A. D. Thaeler spoke on "Work of Missions to the Lepera." The program closed with prayer and meditation, conducted by Mrs. F. E. Markell, the service being very impressive.

Rev. E. B. Burgess of the Trinity Lutheran church was in charge of the devotional exercises Thursday evening. The principal speaker, Madame Layyah Barakat of Philadelphia, who gave a wonderful address on "Palms of the Desert." Madame Barakat is a very brilliant woman and an eloquent speaker. The large audience paid the strictest attention to the entire address of the gifted woman. She has a very charming personality. Mrs. Helen Markell Knox sang two well chosen numbers and following the meeting complimentary remarks on Mrs. Knox's singing and the accompanist, Miss Beth Sherman, were heard from delegates in all parts of the auditorium.

Friday morning in addition to the report of the elections, a report of the general conference at Burlington, Ia., was given by Mrs. Fred Derby. Mrs. W. A. Tompkins gave a report of the state sanitarium for tuberculosis at Cresson. Mrs. Elma Lowe Hutchins rendered a vocal solo, followed by a talk on "Abraham Neils," by Mrs. Anthony B. Evans of New York.

The program Friday afternoon consisted of a recitation by Mrs. L. S. Michael, vocal solo by Mrs. Margaret Davies Newcomer, and a talk on "Those Other Brothers," by Miss Florence A. Wilson of Daileytown, Pa. The meeting, which adjourned early, was followed by an automobile ride to Linden Hall, St. James park, the home of Mrs. Sarah B. Cochran. An organ recital was given for the visiting delegates. On their return supper will be served in the First Presbyterian church dining room.

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Davis sang. A report on resolutions was given by Mrs. H. A. Tompkins, "Closing Thoughts" by Mrs. Fred Derby and the benediction closed the program. Miss M. Irene Boyer, recording secretary, in a few remarks made special mention of the vocal solo rendered by Mrs. Helen Knox. She extended Mrs. Knox an invitation to sing at the next annual state convention to be held in Philadelphia.

NATIONAL GUARD OUT ON JULY 15

Pennsylvania Regiments to be Called into Federal Service Then; Recruiting Ordered.

WASHINGTON, May 18.—All national guard organizations will be called into federal service between July 15 and August 5. Governors have been authorized to recruit all organizations to war strength.

Pennsylvania, Ohio and West Virginia will be called July 15.

Arrangements for formally incorporating the guard into the armies of the United States for the war period, or their status as militia or state troops, are understood to be based on the possibility of supplying full war equipment for the troops.

It is understood that the 16th divisional cantonment camp for the guard will be in the southeastern, southern and western departments. Bases on which various units are to be moved to the big camp from state mobilization points will depend on completion of the supply system at "front camp."

The state units will not be divided as originally intended but will go into training as a whole. Just where the camp will be located will be decided by General Wood. The Pennsylvania will probably camp at Chickamauga, Tenn.

PETITION FOR ROAD

County Commissioners Want to Build Highway in Luzerne Township.

UNIONTON, May 17.—A petition was filed this morning by the county commissioners for the construction of a road in Luzerne township from Afcies to Millboro. This stretch is known as the Rush Run road, and is 12,000 feet long. It is proposed to build it of brick with concrete base.

Petitions were also presented for the construction of overhead bridges at Lardin station, German township, and at Herber works, Menallen township. A Miss Tannehill was pre-

ferred by the conductor from following Miss McLaughlin.

A Durle, motorman on the run-

way car, received cuts about the face and hands. He had gone to the rear

to see if there was any way to check

the car, and was there when the

crash came. A man on the West Penn

car was slightly cut by the flying

glass.

The Westmoreland County Railway

had been brought to this city several weeks ago for repairs. The com-

pany, which operates between Perry and Latrobe, has its cars overhauled at the West Penn shops here. What

made the wheels lock and the car

began to slide back has not been ascer-

tained. Both power and control of

brakes were lost, however, and Motor-

man Durle could do nothing to pre-

vent the drift. The car was of the

old type, was equipped with air

brakes, and it is said the air pressure

was good. The West Penn car was

at a cost of \$4,000.

Grand jury hearings on these peti-

tions will be held June 8.

BULLSKIN GRADUATES 22

Fourteen Girls and Eight Boys in Graduating Class.

Twenty-two students will be graduated from the Bullskin township high school this year. There are fourteen girls and eight boys in the class. Commencement exercises will be held on June 2 in the Mount Olive United Brethren Church. The baccalaureate sermon will be preached by Rev. J. L. Updegraff, Sunday evening, May 27, at the Paradise Evangelical Church.

The students who will receive diplomas are: Verne Null, Waldo Bowmer, Hilda Hays, Kathryn Spangler, Paul Truxel, Emma Henkel, Harry Wingrove, David Reckner, Clyde Fisher, George L. Lyon, and Stanton Wadsworth.

Leona Ritenour, Elizabeth Daniels, Ora Wingrove, Mildred Wilson, Hanna Auer, Jean Kuhns, Florence Grim, Bertha Monahan, John Wilson, Ernest Landenberger, and Irene Sleasman.

An automobile trip to St. James Park, the magnificent home of Mrs. Sarah B. Cochran, Friday afternoon and final session in the First Presbyterian church Friday night brought the twenty-second annual convention of the King's Daughters of Pennsylvania to a close.

The trip to Mrs. Cochran's home was an unique entertainment feature, arranged by the local King's Daughters, and it proved highly enjoyable to the 75 or more delegates. Thirteen automobiles left the church shortly after 7 o'clock.

Mrs. Cochran received her guests in the magnificent reception hall of her home and granted them the freedom of the remainder of the lower floor. She was assisted in receiving the guests by her sister, Mrs. Moore. A vocal solo was given on the big pipe organ and Mrs. Helen Knox sang several solo songs, accompanied by Miss Marie Moore, at the piano. After

Madame Barakat made a short address and Mrs. Fred Derby called upon the delegates to tender a vote of thanks to Mrs. Cochran. This was done by waving a handkerchief salute.

Many of the visitors spent some time inspecting the grounds and gardens of St. James Park before the return trip was begun.

Although this was the first time Connellsville King's Daughters undertook to entertain a state convention they came through with colors flying and the delegates were highly appreciative of the efforts made to make their stay pleasant.

The result of the visitors left for their homes early Saturday.

Omission of the Reformed Church from the list of churches represented in the King's Daughters as published in yesterday's Courier was taken exception to today by members of the Trinity Reformed Church. It was stated today that while the local church has no chapter of the organization, the national church was represented and two members of the executive board are affiliated with the Reformed Church.

Rev. C. E. Wagner of the Trinity Reformed Church led the devotional exercises, instead of Rev. Nelson as

Shelter Sheds Erected.

Small shelter sheds have been erected for members of Company B, Third regiment of Philadelphia, doing guard duty on the railroad bridges here. On both sides of the Pennsylvania railroad bridge these small shelters have been put up and will serve to cover the soldiers in rough weather.

FEARING TROLLEY CRASH, GIRL JUMPS; IS BADLY INJURED

Escapes From Car That Backs Down Hill to Avoid Collision With Runaway.

TROLLEYMEN ARE HEROES

Crew of Old-time Greensburg Car Prevents Excited Passengers From Jumping as They Run Car Down Crawford Avenue; Motorman Hurts

One woman was badly injured and several others suffered minor bruises and cuts Friday afternoon at 4 o'clock when a car of the Westmoreland County Railway company, which had undergone repairs here, backed down the Crawford avenue hill from Cottage avenue and crashed into the West Penn's Greensburg car just above the waiting room.

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Conductor Kamerer, while the car was drifting down the hill, closed the back doors and, with men who were passengers, prevented frightened women from jumping off. Miss Mildred McLaughlin, however, got to the front platform where the motorman could not prevent her from jumping. Just as the car passed the Elk's home, she leaped from the platform to the street. She suffered a fracture of the skull and a broken collar bone, and was removed to the Cottage State Hospital in a serious condition.

Passions were also presented for the construction of overhead bridges at Lardin station, German township, and at Herber works, Menallen township. A Miss Tannehill was preferred by the conductor from following Miss McLaughlin.

A Durle, motorman on the run-way car, received cuts about the face and hands. He had gone to the rear to see if there was any way to check the car, and was there when the crash came. A man on the West Penn car was slightly cut by the flying

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THE GOVERNMENT AND THE RAILWAYS IN THE GREAT WAR

The Effect of Giving Preference to Government Business.

AN ACUTE CAR SHORTAGE

WE DESIRE and the Movement of All Other Trade Be More or Less Interrupted With Every Transportation Facility Will Need to be Utilized.

The present large car shortage the *Railway Age Gazette* says, is not due to the fact that the railways are not being efficiently operated, but to the fact that there is so much more business than ever before to handle.

In the fiscal year ended on June 30, 1916, the *Gazette* says, "the railways transported forty-two billion ton-miles of freight traffic more than they did in the fiscal year 1915, which previously was the record year, and in the calendar year ended on December 31, 1916, they set another record by handling twenty-three billion ton-miles of freight traffic more than they did in the fiscal year ended on June 30, 1916. The total traffic moved has continued to increase. The freight traffic moved in January and February, the latest two months for which figures are available, again surpassed all movements in those months in other years. The reason why there is at present a record-breaking car shortage is that there is still a record-breaking business."

The entrance of this country into the war probably will cause a still further increase in traffic. It will, besides, have another effect to which little consideration has been given.

It will make it necessary for the railroads to give priority to the movement of government traffic. But it is impossible to give priority to a large volume of traffic of any kind without interfering seriously with the movement of all other traffic. The tendency, therefore, of the addition of this government business will be not only to increase the amount of service which the railways will have to render, but to interfere with the most efficient practical use of the facilities left for handling ordinary business.

It is pointed out that the year immediately preceding and the one immediately following the commencement of the conflict in Europe, that is, the fiscal years 1914 and 1915, were financially the worst two in the history of our railways since the panic days of the 90's. During those two years it was necessary to curtail expenditures for maintenance improvements and additions almost as much as was physically possible. Then came suddenly and without warning a year of feverish and largely artificial prosperity, during which it was impossible to get enough materials, supplies and labor for adequate maintenance. Then, suddenly, before it was practicable to make up any deferred maintenance, there began a series of unexampled advances in prices and wages. These are cited as reasons, in addition to the great increase in traffic, why railway facilities are not sufficient.

"The managers of the railways," the *Railway Age Gazette* says, "are fully alive to the situation. They have not waited for the government to tell them their duty and indicate how they shall do it, but have voluntarily formed an organization for operating all of the roads as a single system, in order that, largely regardless of the interest of individual lines, they may so utilize all their facilities as to give to the government and the traveling and shipping public, during this crisis, the best and most adequate service possible."

It is not conceivable, however, in view of the enormous increases in wages, prices and taxes, which have occurred and are still going on, that the managements, by even the most efficient methods, can maintain their net operating income without government aid during the emergency. Expenses and taxes still are increasing, on practically all roads, faster than earnings, and with present freight and passenger rates the net operating income of the railways will soon be down to and even lower than it was in 1914 and 1915. Government aid may be given, as it has been to the English railways, in the form of a guarantee of the net returns earned before the war. It may be given in the form in which it has been asked for by our railways, namely, that an increase in rates. The evidence introduced last week in Washington, by witnesses for the railways, showed that a general increase of 15 per cent in freight rates would be much less than sufficient on most roads to offset increases in wages, prices and taxes which already have been made.

Just how long this assistance will be needed or how large it ought to be are yet to be determined. But one thing may be stated with certainty. That is, unless the government and the public give the railways the assistance they need to carry them through the present emergency, the roads will not be able to render the service the government and public will need to carry them through this emergency. The people of the United States can no more afford to refuse to the railways the earnings they require to enable them to handle the government's and the country's business than they can afford to refuse to the army or the navy the appropriations required to enable them to carry on effectively their operations."

See W.H. Coal Company.

Stewart E. Stilwell, clerk at the Royal Hotel for the past six years, has resigned to accept a position with the O'Brien Coal & Coke company, with offices in the First National bank building. Mr. Stilwell will take charge of the opening of a tract of coal at Monongahela, which he and William O'Brien have leased and will operate.

B. & O. PLANS TO CURTAIL SERVICE

Excursions Will Almost All Have to be Cut Out During the War.

BALTIMORE, May 21.—Acting on the recommendation of the war board, the Baltimore & Ohio railroad is preparing to curtail its passenger service as far as possible and with least inconvenience to the public in order to keep its main lines in the industrial districts and coal regions unencumbered for the movement of foodstuffs, supplies and materials of all kinds required by the government as well as the public and in order that there may be sufficient equipment to handle its traffic under the emergency. The curtailment of passenger service will release a large number of cars and locomotives that can be utilized in the interest of national defense.

The first service to be affected will be excursions and special parties moving to conventions and for other reasons at reduced fares. This will be followed by the elimination of unremunerative local and commuter trains but this will only be done after conferences with people affected. Branch line service will also be curtailed by removing trains as well as consolidating the service to enable a mixed train to take care of both passenger and freight schedules.

Definite steps towards curtailment have been taken by O. P. McCarty, passenger traffic manager, who has addressed a letter to the officers of trade organizations, public officials and others in the communities affected in Baltimore & Ohio territory, and in which he says:

"In order that this company may be prepared to perform service satisfactorily for the Government in handling troops, food products or other freight, during the present emergency, we may find it necessary to change our passenger schedules, and in some instances to curtail the service.

"It is found necessary to do this, advance notice will be given to interested districts, and an endeavor made to confer in advance with the interested communities, with the view of bringing about such adjustments as will cause the least inconvenience to our patrons."

It is Mr. McCarty's intention to confer with patrons of the Baltimore & Ohio before making any radical change and it is also his purpose to make such revision as are necessary in schedules at the least public inconvenience. Meetings will be called between railroad officials to study local schedules and make such recommendations as can best be put into effect. These conferences will take place at once."

BIG LUMBER DEAL

United Lumber Company Interests Sold to Schools.

SOMERSET, May 22.—A deal of considerable importance was consummated here when the receivers of the Schofield Lumber Company and T. B. Palmer of Uniontown, conveyed to the Schofield Lumber company of Philadelphia, property valued at approximately \$75,000 in Upper and Lower Turkeyfoot townships.

A modern saw mill at Humbert, the Humbert Store company, the railroad equipment and right to use the railroad constructed by the United Lumber company into the forests along the Laurel Hill creek, and timber remaining standing, are included in the transfer. The Schofield concern some weeks ago purchased the large William R. King tract of virgin timber in Middlecreek township, claimed to be one of the best remaining timber tracts in Pennsylvania. The Schofield Brothers and their partner, W. H. Crockett, of Williamsport, left for home last night. The receivers of the United Lumber company reserved the sawed lumber stored at Humbert.

SUE RAILROADS

Western Coal Companies Seek to Recover Damages for Car Shortage.

In one of the most far reaching complaints ever filed before the Interstate Commerce Commission, four Utah coal companies seek to recover approximately \$425,000 from seven railroads as damages alleged to have been sustained through the failure of the roads to supply them with an adequate number of coal cars for their operation.

The case sets a precedent. If it is decided in favor of the complainants it will open the way for the filing of innumerable similar complaints not only by coal and other mining companies, but manufacturers and shippers of virtually all commodities carried in interstate commerce for all traffic or postponement of their effective date in specific cases.

All of the elaborate and at times confusing statistics of last week's hearing in Washington may be put into a nutshell by saying that if the increase in expenses for 1917 approximates the estimates which leading railroad executives, on their oath, say have been carefully and conservatively prepared, and based upon higher unit costs already in force, the net revenues of the carriers as a whole for this year will be less than they were for the fiscal year 1914 by perhaps \$100,000,000, or 14 per cent. They will be something like \$200,000,000, or 25 per cent, under those of 1913, and well below those of either 1912 or 1911, notwithstanding that the carriers are doing half again as much business as in the last named year, and have invested in round numbers \$3,000,000,000 in additional facilities since that time.

Heretofore the American method of rate regulation has been to refuse to look to the clearly indicated developments of the near future and to require the railroads to justify their rates for higher rates upon hardships actually experienced. In 1914, the Interstate Commerce Commission found that the net revenues of the carriers east of the Mississippi and north of the Ohio rivers were "smaller than is demanded in the interest of both the general public and the railroads." It then allowed an advance of 5 per cent. upon roughly half of the traffic moving in that territory. During the next year the commission added increases in interstate passenger fares, the benefits of which were in part defeated by the refusal of states to alter their two-cent fare laws.

COMMISSION UPHELD

Supreme Court Holds I. C. C. Has Power to Compel Car Distribution.

The United States Supreme Court handed down a decision on Monday upholding the power of the Interstate Commerce Commission to compel railroads to furnish a reasonably adequate supply of coal cars to handle normal and reasonable demands for interstate commerce originating at mines along their lines, and to award reparation to shippers for failure to supply cars.

In a test case of Illinois coal producers against the Illinois Central railroad, the court reversed a Federal Court injunction enjoining an order of the commission for investigation of damages to shippers for failure of the railroads to supply cars.

New Rockwood Mining Co., E. F. Hemminger, J. R. Barron and C. J. Hemminger of Rockwood, have applied for a charter for the Euro Coal company.

Coal Freight Rates

TO EASTERN POINTS
ORIGINATING DISTRICT.

Rate per Gross Ton of 2,240 lbs.	Pittsburgh	Fairmont	Connellsville	Gibson	Latrobe
Baltimore, Md.	\$1.00	\$1.50	\$1.70	\$1.60	
Wheeling, W. Va.	1.00	1.50	1.70	1.60	
Johnstown, Pa. ....	.86	.86*	.60	.46	
Lebanon, Pa., R. R. and P. & R.	1.00	1.75	1.60	1.30	
Newark, Del. ....	.75	1.25	1.30	1.20	
New York, Brooklyn	2.35	2.20	2.05	1.95	
Philadelphia, Pa.	2.00	1.55	1.70	1.60	
Sabrows Point, Md.	2.00	1.85	1.70	1.60	
Steubenville, W. Va.	1.75	1.70	1.60	1.42	
South Bethlehem, Pa.	2.10	1.95	1.80	1.70	
Syracuse, N. Y.	2.15	2.00	1.85	1.75	
TO ATLANTIC PORTS via P. & R.					
Greenwich, Pa., Local via P. & R.	1.75	1.00	1.45	1.35	
Greenwich, Pa., for Export	1.85	1.50	1.35	1.25	
St. Anthony, N. J., P. & R.	1.00	1.80	1.50	1.60	
Bar Harbor, N. J., P. & R.	1.00	1.50	1.70	1.60	
Greenville, N. J., P. & R.	1.00	1.55	1.70	1.60	
Philadelphia, Pa., Local	1.75	1.80	1.45	1.35	
Cambria, Md.	1.68	1.48	1.25	1.15	
To ATLANTIC PORTS via H. & O.					
St. George, N. Y., Cos. Piers	2.25	2.10			
St. George, N. Y., Export	1.85	1.50			
Pittsburgh Coal Piers	1.75	1.50			
Philadelphia, Pa., Export	1.75	1.50			
Curtis Bay, Balt., Piers	1.75	1.50			
Curtis Bay, Balt., for Export	1.75	1.50			

*To rate from the Fairmont District to Johnstown is 75c; Monongahela, 1.00; and 1.00 to Fairmont, 95c.

The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Suterville, Pa., from points on the Pittsburgh & Monongahela Railroad and from the Fairmont Region of West Virginia.

TO WESTERN POINTS
ORIGINATING DISTRICT.

Rate per Net Ton of 2,000 lbs.	Pittsburgh	Fairmont	Connellsville	
Canton, O. ....	.95	\$1.10	\$1.05	
Chicago, Ill.	1.00	2.05	1.00	
Cleveland, O.	1.00	1.10	1.15	
Columbus, O.	1.00	1.15	1.00	
Detroit, Mich.	1.40	1.55	1.40	
Indiana Harbor, Ind.	1.00	2.05	1.00	
Youngstown, O.	1.25	1.40	1.25	
Lake Ports ....	.78	.90	.90	

The Pittsburgh District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale; south to and including the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southward to and including Dickerson Run.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; on the Pittsburgh, Virginia & Charleston except Braddock and all Monongahela River railroads; on the Ohio Central and on the Monongahela River, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

FOR SALE!

850 Acres of

Pittsburg Seam of Coal

New opening; modern improvements—and now ready to ship coal. B. & O. R. R. connections made.

Price reasonable. Address, J. J. D., care Courier.

WHY AN ADVANCE IN FREIGHT RATES IS A NECESSITY

Operating Revenues Are Falling Off at a Steady Rate.

EXPENSES ARE INCREASING

Previous Rate Raises Have Been Necessitated by Greater Costs for Labor, Taxes, Materials and Supplies; Roads Must be Equipped for War.

To the general proposition that the railroads are entitled to charge more than the present rates for their services while war prices for labor and materials obtain, the shippers, as a whole, have offered little opposition. It is safe to say that a majority of them concede that an advance in rates is not only justified in fairness to owners of railroad securities, but is actually required to enable the carriers to perform their vital function in time of national crisis, says the Wall Street Journal.

Such opposition as there is proceeds, first, from groups of shippers who assert that a flat percentage advance will bar their access to markets in competition with nearer producers; and second, from a small but active and experienced coterie of state commissioners and rate attorneys who may, without unmerited disrespect, be referred to as professional obstructors. Just claims of the first class the Interstate Commerce Commission may be relied upon to recognize through modifications of the proposed traffic or postponement of their effective date in specific cases.

All of these rate increases were nullified practically before they became effective by rising operating costs. About the middle of 1915, the carriers began to enjoy the rising tide of prosperity in the United States which had its impetus in the demand of warring Europe for food, raw materials, and the munitions of war. Net earnings reached unprecedented proportions early in 1916, and continued on a high level until about the end of the year. Then came the Adamson law, and increases in practically all wage scales, and, soon thereafter the expiration of contracts for fuel and steel supplies which had been made at the comparatively low prices of 1915 and the first of 1916.

Swallowing the dangerous assumption that the adjustment of rates to conditions that are past would work in ordinary times, we must consider today that the United States